NEW YORK, WEDNESDAY, JUNE 30, 1880.

CAPTAIN SMITH'S HEROISM.

THE FIDELITY TO DUTY THAT UN-DOUBTEDLY SAVED MANY LIVES.

What he had to Add Yesterday to his Previous Account of the Senwanhaka Bleaster— Twenty-three Dead Bodies from the Wreek— Nincteen Persons Missing and Forty-nine Injured so Par as Heard From—Seenes and Incidents of the Terrible Half Hour.

When the prow of the Seawanhaka glided up through the long marsh grass of Sunken Meadows, on Monday afternoon, her paddlewheels were yet moving. Then they stopped. Why they stopped has not been explained, but the fact that they were in motion until that time ould imply that there was no vital injury to the boiler. Capt, Charles P. Smith says that when Engineer Weeks ran up on deck to the pilot house where he (the Captain) was, immedistely after the first slarm, he made no report to him of the condition of affairs below. According to the best recollection of Capt. Smith, the engineer said nothing to him, whatever.

"My decision," said Capt. Smith, yesterday, answering slowly and painfully the few questions that were put to him, "that it was necessary to beach the Scawanhaka was based on my own observation. I knew that something had happened, and before I could find out what the matter was, I saw the flames bursting up through the boat. Their volume was such that I saw at a glance that they could not be put out. I don't know why the engineer came up on the upper deck, but I supposed at the time that something was the matter with the safety valve rope, and that he had come up to let off steam. He did not let off steam. Without a word to me that I remember, he went right down again, and I suppose he went down to try to get into the

Capt. Smith says he shouted to the passengers as long as he had any voice left to stay on board, but that they followed each other over the sides of the boat like sheep.
"To the best of my belief," said he, "there

were on board the Seawanhaka on Monday afternoon about 250 persons. Perhaps there might have been 300. My brother, who came to see me this morning, said that he had examined the boilers in every part and had found that nothing was the matter with them. He is a pilot on & ferryboat, and also understands all about boilers and engines. I consider him as good as an expert."

A gentleman who was present during the conversation of which the substance is given above told Capt. Smith that he would find, when he was able to leave the hospital, that he had made a great reputation for himself.

I acted according to my judgment, and I think I did about right." was the reply. The tide ebbed and flowed all day yesterday over the hull of the Seawanhaka.

The two boilers with their perpendicular connections stood clear of the water. A minute inspection externally failed to discover a brokentube or a ruptured flue. All seemed intact. The great smoke stack leaned over the quarter rail supported by a single backstay that had

The great smoke stack leaned over the quarter rail supported by a single backstay that had fouled the whistle standard. High up on the marsh land the fore foot and a part of the cutwater stood intact, save the despoiling of its copper by the wreckers. From this to a point abaft the stack not a vestige of woodwork had been left by the flames.

"No man ever beached a ship in better style than that!" said a Hell Gate pilot after carefully inspecting the trend of the keel.

The hull lies about east and west—that is to say, she was run quartering on the beach. Had she been run ashore head on, it is the prevailing opinion among the watermen that the entire deck would have been untenable even for an instant, as the southeasterly wind prevailing at the time would have had a clean sweep. As it was, the wind, instead of blowing from stern to stem, blew across the port rail, thus driving the flames toward the starboard bulwarks, or shoreward. This is shown by the condition of the wreck itself. Much of the port rail is intact, and the wooden buckets of the port wheel and the iron work are uninitrely different appearance. Not a vestige of the woodwork remains. The great iron iramework of the wheel is gnarled and twisted, and even the ponderous shaft itself is bent, and in some parts broken.

A subject of much discussion at the scene of the wreck yesterday was the action of the Captain of the ture Betuge, that piles between Ran-

A subject of much discussion at the scene of the wreck yesterday was the action of the Cap-tain of the tug Refuge, that plies between Ran-dall's Island and 119th street, and the pilot of the passenger toat Spivan Dell, According to evidence that seems to be trustworthy, these were the first boats upon the scene. The burn-ing steamboat had just made the eastern end of title Rail Gets when both these beets hove in were the first boats upon the scene. The burning steambout had just made the eastern end of Little Heil Gate when both these boats have in full sight. Men and women were throwing themselves into the racing tide on both sides of the Seawanbaka while she was dashing toward the shore. Notwithstanding this, the Sylvan Deli, it is said, kept on her way with a full head of steam, and the tug Refuge remained at her pier on the southern point of Randall's Island. The owner of the rowboat Emma was near the tug at the time. He says he begged her Captain to go to the assistance of the persons struggling in the water, but he refused. Superintendent Jones of Randall's Island then ran down to the per. "Cast off your lines at once!" he exclaimed, indignantly, "and pick up those drowning people."

pier. "Cast off your lines at once!" he exclaimed, indignantly, "and pick up those drowning people."

"I can't do it." returned the Captain, "I'm afraid of running on the ledge." Again and again he was urged to make the attempt, but he steadily refused. A man who is familiar with the hydrography of Little Hell Gate said yesterday that the tug Refuge, which does not fraw more than six feet of water, could easily have made the passage. At mid-low water there is a line of breakers on the southern extremity of the passage, but even at the lowest water there is a good channel way between the islands. It will be remembered that Capt. Smith of the Seswanthaka sent his assistant wheelsman out of the pilot house when the flames first reached hat point. He said on Monday night that he did not see him afterward and believed him to have been lost. Yesterday afternoon this man, whose name is Barnet, suddenly appeared at the hospital on Bandall's Island and saked to see the Captain, who is his uncle. Beside the bedside of the Captain hetold his story. Hesaid:

"When I left the wheelhouse I ran up forward. There was a great crowd there, and I pushed my way through them and leaned over the force peak. Suddenly a sheet of fame shot right into us. I tried to get where I could imm to leeward clear of the wheel, but the crowd gave a surge forward and I was shoved off the bow. The stemboat ran right over me. It must have done this, because the wheels did not touch me. When I came up in the wake I struck out for Ward's Island. There, weak and sore, I remained until this morning."

A Graphic Account of the Scene on the Burning Boat-Capt. Smith's Courage and Cool Judgment-The Good Conduct of the Crew.

Mr. S. L. M. Barlow gave a reporter the following account of the disaster: "We left New York with, I should suppose. 300 passengers, including those that got on at Thirtythird street. I had a state room, which I occupy permanently, on the port side, just aft of the wheel, and in that were Mr. Dana, Dr. Draper, Mr. Thomas Hitchcock, Mr. Olin, my son-inhood of the Government works at Hell Gate something attracted my attention. It may have been a slight shock in the nature of an explosion, but whatever it was it didn't impress itself upon my mind as an explosion. It was simply some unusual jar of the boat. Nothing followed from that for a few seconds or a few minutes, I don't know which, when, as I was looking out of the open window, on the port side, I said to Mr. Dana, 'The boat is on fire,' I thought from the appearance that the tarpaulin cover of the ladies' cabin in the rear, on the upper deck, had caught fire from a I thought a bucket of water would put it out. Somebody said, 'Oh. no! It's not affre. I said 'Yes, I am certain there is affire, upon which all my friends went out into the cabin. Very soon afterward I followed them out. Up to that time I had heard no alarm of fire, nor any unusual noise, and didn't suppose there was any serious fire. When I got into the cabin I found that all the passengers had gone to the promenade deck, near the storn, and were apparently in great excitement. Mr. Olin and myself did all we could for a short time to quiet their apprehensions. There was still communication on the starboard side. The flames extended across the cabin to the starboard side. As soon as I got upon the after deck I found women frantic and children crying, and a number of people already prepared to jump overpoord right in the middle of Heil Gate, between I said 'Yes, I am certain there is affire,' upon

the Seawanhaka and the Granite State, which was alongside of us not more than a hundred feet away. I pulled a number of them back off the rail, isiling them that they were safe; that we could either got on the Granite State or be landed on shore.

Mr. Olin had been distributing life preservers among the women and children, and at the surgestion of somebody I took one in my hand and carried it to the lower deck with me. I didn't put it on. Just as I was going in below I met a passenger whom I knew by sight, an elierly man, in great distress for a life preserver. I gave him mine and have the fire had extended on both sides of the gangway, on the main deck, so that I couldn't go forward. After a short time I saw the boat was pussing Wart's Island, and that Capt. Smith was trying to beach her there, but the bank was too precipitous, and either she didn't get in or he wanted to make a landing there. But as we approached the island I saw that the sea was apparently full of beople who had jumped off from forward into the water, and many of them seemed to be carried under the wheels. The boat was going at a furious rate of speed. It seemed to me like twenty miles an hour. A very short time afterward I felt the shock of the beaching of the boat on Randail's island.

"Almost as soon as ahe was beached I walked out on the narrow ledge outside of the wheel house, intending to go forward so as to jump ashore. After proceeding a short distance I felt a great pressure of people behind me. They were crying out that they were being burned, and shouting Move on Mr. Barlow: I couldn't get ahead at all, and still they kept crying Move on Mr. Barlow; it couldn't set and after an ineffectual splutter in the water I went down as second time. Then I made up my mind, after swallowing a good deal of sait water, that there was no danger, because while I couldn't swim and I was almost poweries. I could he was a longer to the hoad, and hold it would have not be water that there was no danger, because when it is couldn't swim, I couldn't sw

the bope of retracting this flame and making it take its proper course, but it failed to do it In a moment's time the whole woodwork round the boiler and engine was in flames. I then went and started our donkey pump, and the flame and smoke drove me from that. I immediately went aft on the boat and climbed up on the outside and went to the pilot house, and there communicated with the Captain and advised him to put the boat ashore as soon as he conveniently could. From there I went down to the after part of the boat, and assisted in put-

to the after part of the boat, and assisted in putting life preservers on women and children and
getting down those that were not provided with
something to make them float. I remained
there until the fire compelled me to jump overboard, which was about half a minute after the
boat had struck. I got ashore all right."

To the question as to his opinion of the cause
of the expiosion, Mr. Weeks said:

"I think it was some of the gases, or something in the boiler or in the coal, for I neversaw steam, and never saw water, which, had
there been aleak in the boiler such as might
have made this runbling noise, would have
been seen. There would have been some indication of steam, particularly where it would
communicals with as much fire as there was
there. It might possibly be that it was a tube
that might have had a hole come into it, or some
fracture in the boiler might have taken place.
It's all supposition on my purt. I have had no
way of seeing the boiler. I don't suppose the
whole occurrence, from the time of the explosion until she ran on the beach, took over five
minutes."

passengers' wash room, aft, when he heard the explosion and, running out, saw the fire rushing out of the fire room. He and others tried to get the lifebont on the starboard side, but the fire forced them away. Then he assisted in getting life preservers on the ladless and children and getting them ashore on the portaid until son-choid pushed him overboard. "Then," he said, "they were grabbing at me all round so thick that I had to paddle for the shore. I had no life preserver. I helpod several ashore afterward."

THE REV. DR. DILLER'S DEATH.

Refusing to Leap Overboard and Perishing t Before the fire broke out two striking figures had attracted the attention of many passengers. One was a venerable man of 70, silverhumored, pleasant face. Although he weighed full 300 pounds, he was feeble, and the object of affectionate attention from the lady who ac-companied him. The man was the Rev. Dr. Jacob William Diller, rector emeritus of St. Luke's Episcopal Church, Clinton avenue, Brooklyn. The lady was his daughter, Lillie Diller. Even while the other passengers were in intense alarm for their own safety, their attention was riveted by the devotedness of the brave woman, whom not even the flames could drive from the post of filial duty. Dr. Diller had been for some time suffering from softening of the brain, and the whirl of excitement on the boat seemed to have dazed him. Although Miss Diller had placed a life preserver about him, he clung with frantic grasp to one of the posts, and his daughter's entreaties could not move him. With eyes fixed in almost warant stare upon the terrible scene, and regardless of the fact that the flames were creeping toward him he hugged his support. Gradually all in the vicinity had field to some place of safety, and the two were left alone near the cracking timbers, now enveloped in the smoke and hid from view, and now set out in strong relief by the background of lire. The sparks began to fall near them, and again and again Miss Diller entreated her father to leave the spot. Save my father! Save him! Oh, save him!" she cried. Persons in the water called to her to leap and save herself. Finally the flames enveloped the unfortunate pair, and it was only then, when her father, and clothe ware herself. Signature of the control of the property of the control of the con

Bishopric, He was also spoken of at one time for the Bishopric of a Western diocese, He was one of the organizers of the St. John's Church Charity Foundation, and made many personnic Water, were througed with inquirers yesterday.

At the week.

How the Physicians Mct the Emergency—The Seenes Yesterday.

Medical Superintendent Howard of Randall's Island acught sight of the flames on the Seawanhaka when she was off Ward's Island, haif a mile below him. He knew from the progress of the flames that she must be beached, and from her course that she would be rounded from the plazza where he was standing, shouting an order to an assistant to have every boat on the Island manned and sent to the steamer; also that abundant supplies of brandy, and other stimulants should be placed on board. He then ran to the shore of the Island ware to wait until one of the department skills could be brought stored him. No boats of the Island ware in also that abundant supplies of brandy, and other stimulants should be placed on board. He then ran to the shore of the Island ware in wait until one of the department skills could be brought around from the landing. He was elosely followed by cost, Carr, the steamer; and the sunke Mandal island institutions. A fisherman was passing in a boat. Dr. Howard bade him to come ashore. The boatman hesitated no longer, and a hundred vigorous strokes sent them over the boatman hesitated no longer, and a hundred vigorous strokes. Sent them over the wait until one of the department skills could be prought strong the strong the strong the strong that the strong the strong the strong that the strong the strong that the strong the strong that the strong that the strong the strong that the strong that the strong the strong that the strong the strong the strong the strong that the strong that the strong the strong that the strong that the strong that the strong that the strong the strong that the strong the strong that the strong that the strong the strong that the strong that the strong that the strong tha From 1 didn't, and it can be a provided to the control of the cont

oars and poles. Owing to the fact that a strong tide runs to and fro past the island it is not thought that many bedies will be found near it. The bodies found yesterday are reported else-where. Those that are yet missing will, it is thought, be found, if found at all, at places dis-tant from the wreek.

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A lad visited Randall's Island yesterday to inquire about the dead body that was lying there. He was a relative of William Gray, who lives in Eighth avenue, between Fifty-lourth and Fifty-fifth streets, whose child, the lad thought, the body might be.

"Had it a blue ribbon around its neck?" he asked Dr. Howard, eagerly.

The Doctor said it had.

"And was it dressed in white, and was the ribbon fastened in front with a pin with the worl! Baby on it?"

"Yes, said the Doctor, "and there was another pin fastening the ribbon behind, and this pin also had the word! Baby on it."

"That's it," said the boy. "That is Mr. Gray's baby, sure."

He was told that the body had been sent down to the Morgue. It was a girl seven months' old. Dr. Howard said that every effort had been made to restore it to consciousness when it was brought to the island, but in vain. Galvanic batteries were used. The story of Mrs. Gray is that she was in the saloon of the Seawanhaka. The flames filled the doorway where she sought escape from the fire behind her. A gentleman promised to save her child. She gave it to him and climbed out through a narrow window, finding a resting place on a ledge of the boat. Then she took the child and held it while the gentleman climbed out after her. She then relinquished the child and held it while the gentleman climbed out after her. She then relinquished the child and held it while the gentleman climbed out flowers and on flundall's Island yesterday for missing persons, but the names of the body of the child at the Morgue last evening is told elsewhere.

All the injured that were on Ward's Island were able to go to their homes yesterday for missing persons, but the names of the inquirers were not taken down by the physicians lest information should find its way abruptly to her mother. The girl's uncle. H. R. Huiburd. 52 years old. Was also inquired f

THE DEAD.

BEACH, MARY E., 3% years of age, daughter of BENNETT, AABON B., of 88 Vanderbilt avenue Brooklyn. Mr. Bennett was in business as a printer at 28 Liberty street. He was the inventor of the paging machine. He died in an ambulance on the way to the Ninety-ninth BENNETT, EVELINA D., the wife of Aaron B.

COLTON, SUSAN E., the wife of Geo. W. Colton of 1.350 Pacific street, Brooklyn.

DE BEVOISE, DAVID H., of 392 Pacific street, Brooklyn. Mr. De Bevoise was a member of

the firm of Kattenhorn & De Bevoise, tes the firm of Kattenhorn & De Bevoise, tea brokers, of 150 Water St. DILLER, Rev. JACOB W., the pastor of St. Luke's Protestant Ediscopal Church, Brooklyn. FLANAGAN, THOMAS, laborer, of 423 West Twenty-sixth street. FRANK, JULIUS, of Frank & Worms, dealers in dry goods, of Whitestone, L. I. GRAY, MARY EDITH, 75 months old, the daugh-firm street. GRUTHU, THEODORE, grocer, of East Seventy-seventh street. Beventh street,
HASBBOUCK CHARLES, colored, a waiter on

HABBOUCE CHARLES, colored, a waiter on the Seawanbrika. Lee, Miss Mary, 24 years of age. McGovern, John, laborer, of 441 West Twen-ty-sixth street. McGovern's body was identi-fied mainly by means of a letter from a sister in Ireland. McGovern and Flannagan were close friends, and they were going to Roslyn. L. I., to get work. Rauscher, migh. Barrara, the wife of John Rauscher, night watchman, of 436 West Fifty. Rauscher, night watchman, of 436 West Fifty-third street. Her little 7-year-old girl, Barbara, was rescued, and is in Miss Lawrence's ward in the child's hospital on Randall's Island. RAUSCHER, JOHN, an infant, the son of Mrs. Barbara Rauscher.

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Reed, Mary A., a servant, for years in the employ of Mr. Henry A. Jackson of 20 East Fifty-eighth street, who identified her remains. She was about to be married to a young man to whom she has been engaged for several years. SHERRY, CONSTANTINE, aged 4 months, the only child of Constantine Sherry of 2,327 Second avenue.

SKIDMORE, ABRAM P., of the Coleman House. Mr. Skidmore was a member of the firm of Henry A. Peck & Co., dealers in fertilizers, of 666 First avenue. Mr. Skidmore is said to have been an excellent swimmer, but it is believed that his head struck upon some part of the wreck as he dove into the water—there is a wound on the forehead—and became unconscious. wound on the forehead—and became unconscious.

Skidmore, James H., Jr., lawyer, of 284 Pearl
street. Mr. Skidmore and his brother were
passengers on the Seawanhaka, on their way to
their home on Long Island. Mr. Skidmore was
a good swimmer, and when the Seawanhaka
was about seventy-five feet away from the
meadows, despite his brother's entreaties,
sprang overboard. He was drowned, and his
brother, who remained on the deck of the Seawanhaka until she was beached, was saved.
He identified Mr. Skidmore's body yesterday.
SHALER, LIZZIE, of 436 West Fifty-third street,
a niece of Mrs. Barbara Rausener. Mrs. Shaler,
Lizzie's mother, and two other children were
saved.

Vandewater, Clarence D., aged 4, a son of John Vandewater of Glen Cove, L. I.
Watson, Edward, a wholesale liquor dealer, of Whitestone, Long Island, His place of business was at 66 Water street, New York, Mra. Watson, who was with her husband, was saved, a woman, ared about 45, with thin light hair. There are no teeth in either the upper or the lower jaw, and there are traces of a double set of false teeth.

THE INJURED.

ARBOTT, M., of 137 Eighth avenue, Barlow, S. L. M., slightly burned on the hand, BRUMFIELD, LEONOBA, of 35 West Forty-

BRUMFIELD, LEONORA, of 35 West Fortyseventh street.

BOLGER, MATTHEW, of Fifty-third street, between Second and Third avenues.

CARSON, MARY, of SWest Thirty-second street,
DOBAN, JOHN, a boatman, burned about face
and hands while rescuing passengers.

DILLON, Mrs., of Brooklyn, badly burned on
the face and arms.

EDWARDS, F. K., of Great Neck, Long Island,
FIELD, Mrs. AMELIA M., of Roslyn; injured
internally from being framped upon.

FIELD, FIRMAN; her son.

FITZSIMMONS, BRIDGET, of 200 Madison avenue.

enue.
Fitzer, Richard, of 200 Madison avenue.
Grace. WM. R., of 87 Wall street.
Grocer, Mary, of 18 West Thirty-second
street. street.
GEBHARD, FREDERIC C. of 100 Fifth avenue.
HALL, D. K., of 139 Keap street. Brooklyn:
bruised and exhausted from exposure.
HAWKINS, Mrs. CHAUNCEY, of 75 Rodney
street. Williamsburgh: Internally injured.
HAWKINS, a child of above.
HICKS, JOHN B., of Sands Point, badly burned,
and lying in the Ward's Island Hospital.
HEDDEN, —, of New York, burned in the

HEDDEN, —, of New York, burned in the face,
Hoopen Canoline, of 148 West Tenth street.
Johnson WM., of 1,777 Atlantic avenue,
Brookiyn, burned,
Jones, Charity (colored), of 109 West Twenty-sixth street, burned and bruised about the head and arms. She jumped overboard with her7-months old child in herarms. The child was lost.

her 7-months on entire the term of the was lost, was lost, Jost, Rev. C., of the German Lutheran Church, Wyckoff street, Brooklyn, burned, Roier, Albert, Jr., of 205 East Thirty-ninth street, burned, Lipes, Col. W. B., of Sen Cliff, Livingstone, A. M., burned, Lopez, Virgit, of 42 Pearl street, Maloney, Daniel, of Morgantown, Long Island, Malons, Dasies, of Thirty-seventh street, Myens, Mrs., of East Fifty-ninth street, Nessit, Mrs., Prancis, of 160 East Twenty-first street, burned, Rosidack, Kate, of 736 Ninth avenue, burned

ROSHBACK, RATE, 01 750 Rinds old, of 126 West and cut. RAUSCHER, KATE, 3 years old, of 126 West Twenty-third street, burned on the head and arms. SHERRY, Mrs. MARGARET, of 2,327 Second SHERRY, Mrs. MARGARET, of 2,327 Second avenue.

SHERRY, Mrs. ANNIE, daughter of above, SHALER, Mrs., of 436 West Filty-third street. SHALER, —, two children of the above. Another child of Mrs. Shaler was lost.

SMITH, IDA. of 637 Leonard street, Brooklyn. burned and bruised.

SMITH, CHARLES P., Captain of the Seawanhaka, burned on the hands and face.

SHERMAN, MINNIE, of Astorja.

SYPO, Colonel, of Sea Cliff.

SHEENY, MARGARET, of 119 Second avenue.

THORP, Mrs. H. M., of Gienwood, Long Island, VANDERWATER, Mrs. SUNE J., of Gien Cove.

WYLIE, MARGARET, of 439 Seventh avenue.

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WEISTER, the Rev. W. R., burned on the head and hands.

WEISTER, Mrs., wife of above, also burned.
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WEISTER, Mrs., wife of above, also burned and cut about the head and arms.

During the evening there was a constant stream of inquiries at the Morgue for missing persons. A delegation of the friends of ex-Assemblyman Joseph J. Stein called and said they had inquired in vain in every direction for tidings of him. They were positive that he was on the burned boat. Word same from the

Greenpoint Morgue that a body had been recovered, supposed to be that of Mary A. Flynn, as it answered her description.

THE MISSING.

AIREN, Mrs., of Sea Cliff.
AUGAIGNE, Mrs. MINNIE, the wife of Eugene Auchiene of 304 West Thirtieth street,
BLOOMINGDALE, ISTOORE, manufacturer of artificial flowers, of 222 East Fifty-fifth street,
CRABB, EDWARD L., of Gien Cove, L. I., Mr., CRADB was seen on the Seawannaka by Mr. A. Lopez of Gien Cove,
HAWKINS, CHAUNCEY, of the firm of Stephen
H, Mills & Co., 107 South street,
HUBLBURD, HENRY R., a dealer in oil at 221
Washington street,
JONES, —, colored, a babe, the child of Mrs.
Charity Jones of 109 West Twenty-sixth street,
who was saved.

JONES. —, colored, a babe, the child of Mrs. Charity Jones of 109 West Twenty-sixth street, who was saved.

MOORE, THOMAS S., a lawyer, of 102 Brondway. REYNES, Miss ANITA, aged 14, of 46 Exchange place, a niece of Edward L. Crabb.

Schheimer, Horace A., a bookkeeper for Muniford, Thompson & Co., bankers and brokers, of 1 Wall street.

SMITH, M. M. N., aged 53, of 72 Willoughby street, Brocklyn. Mr. Smith is described as a dark-complexioned man, with light hair, moustache, and imperial, and a noticeable scar on the right side of his throat. He wore a light tweed suit and had a gold watch, chain, and scal, Scudder, Lewis, aged 4, of 345 Kent avenue, Brooklyn. His hair is light and his eyes are dark. His teeth are perfect. He word a gold bin in his collar and a ring of considerable value on his right hand.

STEIN, JOSEPH I., ex-Assemblyman, of 202 East Fifty-second street.

WALDRON, ALFRED, of 9 East Forty-sixth street, a member of the Cotton Exchange. Mr. Waldron is 5 feet 8 inches in height, and has a dark complexion, brown cyes, and dark curly hair. He wore a light summer suit.

WESTOOTT, EDWARD, unsmith, of Manhasset, L. I.

WHIGHT, JOHN, a restaurant keeper at Glen.

I. WRIGHT, JOHN, a restaurant keeper at Gien Cove.

BOOTH, EDWARD G., a lawyer in Liberty street.

BOOTH, EDWARD G., a lawyer in Liberty street.

FLYNN, MARY ANN, 40 years of age, of Second

avenue and 116th street, a stout woman, with a

ruby ring on her middle right finger.

GAGE, P., of 370 Broadway.

MEIRSNER, Mrs. D., of Glenwood, Long Island.

NICHOLS, WM., of Sea Cliff, L. I.

WAGSTAFF, EDGAR, of Whitestone, L. I.

FOR THE CAPTAIN AND ENGINEER.

Generous Gentlemen Starting a Subscription for the Brave and Fulthful Officers.

Yesterday afternoon a gentleman called at THE SUN office and delivered the following letter, which contained \$120, to be given to the Captain and engineer of the Seawanhaka: Captain and engineer of the Seawanhaka:

To THE EDITOR OF THE SUN—Sir: The undersigned desire to start a subscription for the benefit of the Cantain and engineer of the Seawanhaka, believing that the services of these brave men should be promptly recognized. Many others will, undoubtedly, be glad to swell the list. The subscribers upon this paper desire the money to be equally divided between Capt. Charles Smith and Engineer Edward Weeks. You will kindly act as custodian of the accompanying contributions:

John W. II... The directors of the line to which the Seawanhaka belongs held a meeting yesterday to take steps to charter another boat. They were unable to get one in time to put her on the route yesterday, though they are in hopes to do so today. The propeller S. A. Brown, which is the freight boat of the line, was engaged in receiving cargo all day, and sailed at 3% F. M. Besides the usual freight, she carried many passengers.

passengers.
Capt. Davis of the Harlem police, being obliged to withdraw his men, who were guarding the sunken Seawanhaka, on account of the parade to-day, last night called up the Harbor police to take their pinces. A police to take their pinces. A police to gwas accordingly sent to act as sentinel.

RATIFYING HANCOCK'S NOMINATION. Meeting of the Kings County General Committee-A Letter from Congressman Bliss.

There was an enthusiastic meeting of the Kings County General Committee last night over the Cincinnati nominations. Red fire was burned on the sidewalk, and the new Hancock-English banner was illuminated. The committee rooms, at Court and Remsen streets, were well filled. A large engraved portrait of the next President hung behind the Chairman, Mr. Jacob J. Bergen. A series of resolutions offer-ed by Mr. Henry Cullen, endorsed the nomination of the soldier-statesman, Gen. Hancock, and his associate on the ticket. Speeches were made by Mr. William E. Robinson ("Richelieu"), Gen. W. F. Smith, Congressman A. M. Waddell of North Carolina, Senator John et addell of North Carolina, Senator John et al. (2) Jacobs, J. O. Whitehouse, James Sharkey, S. M. Ostrander, and others, Gen. Smith spoke enthusiastically of the nomination, and said that there was no question but that Gen. Hancock would be elected. The nomination stilled all disputes and harmonized all interests, and made certain the triumph of the party. Mr. Waddell said that there should now be complete fraternity between the North and South. The South supported the Sagn of Deerfield in 1868, and Horace Greelev in 1872, though they were forced to take something to get the taste out of their mouths. In 1878 they cordially supported that other statesman, now the rightful President of the United States. [Applause] They were ready to act solidly again, not in any spirit of hostlifty to the Government, but solid for improvement in the Government, in the civil service, and for an improved tariff, and for purity and honesty in the administration. A letter was read from Congressman A. M. Bliss, in which he said:

It is a source of the greatest satisfaction to me, that the Democratic nominations meet on every hand with solid properties. Waddell of North Carolina, Senator John

dates will be axine elected, and that Hanceck and English, standing upon the rights which under in a majerity they shall be entitled, for in centrivance born of learner trand will breather be people out of the choice which they may be a standard to standard to be a standard to standard

A Fulton Ferrybont Collision.

About 8:15 yesterday morning the Fulton derryhoat Minneola left the Brooklyn slip for New York.
When about three quarters of the way scross the river a collision occurred which, though slight in consequences, night have been a great deal worse. A turbuat in tow might have been a great deal worse. A fuctout in tow with a large canni hoat was steaming up the river across the terry sim, and the Minneda was making a street course for her sim, the finet of the Minneda thew one whiste as a warning to the fact to stack and sillow the ferry boat to pass in, but the large part no attention to it. Site biew a second whistle, which was also unitoticed by the title. As the terry boat id not stack either, there was a deliberate collision, the canni boat striking the Minneda at the The ferry boat was full of passengers, but no one was burg.

THE LONG BRANCH CRASHES INTO A BARGE IN THE EAST RIVER.

Brooklyn Sunday School Children's Excursion Suddenly Terminated—The Port Bow of the Steamboat Stove In-Excitement Al-layed by Music-Transferred to a Ferryboat

Two weeks ago Sunday the Rev. H. M.

Gallaher read from the pulpit of the Hanson Place Baptist Church, Brooklyn, the invitation to the annual excursion and picnic of the Sunday school. "I'm going," he added, "and I expect to have a good time. I wouldn't if I didn't." At about 8 o'clock yesterday morning the horse cars at Fulton Ferry emptied loads of rosy-cheeked children and their guardians for the day, Blue dresses, pink dresses, snowwhite dresses, and dresses with all the colors of the rainbow, flapping ribbons, shady hats, and pretty parasols brightened the scene behind the high fence of the yard where the blocks of granite for the big bridge are cut. Lunch baskets and paper parcels with dainties in them were carried by the big folk. At the bulkhead, under the shadow of the bridge tower, was the steamboat Long Branch, gayly decorated with flags and long streamers of bunting. On the hurricane deck some musicians played lively airs as the children crossed the gang-plank and hurried to shady places under the awnings. Superintendent Nichols received the early comers, and, although it was intended to start at 8% o'clock, he was so anxious that none of the little one should be left behind that the departure was delayed almost an hour. In the meanwhile the musicians played, and the little girls leaned over the rails and watched the throngs going and coming on the ferryboats, and tollowed the course of the sailing vessels that passed under the big cables over their heads. Capt. E. A. Brooks at last sounded the bell in the engine room, the bow line was cast off, and the big wheels began to

their heads. Capt. E. A. Brooks at last sounded the bell in the engine room, the bow line was cast off, and the big wheels began to move. But some wondered why the boat did not go ahead or astern when the engine throbbed. The stern line held her. It vibrated and twisted, and drops of water were wrung out by the strain. Gradually the bow swung away from the bulkhead, the Captain jingled another bell, the stern line was cast off, and the boat moved out in the stream, on the way to Oscawana Island, up the Hudson.

It was ebb tide, and alimost low water slack. The bulkhead at the tower has been selected lately as a place for receiving and landing excursion parties, because there are eddies there, and the boats are not in the way of the ferryboats, as at Jewell's pier sometimes. The tide struck the Long Branch on her starboard bow as she started, and the Captain's intention was to make a sweep the treadth of the river and go down near the New York shore. When about half way across the river the steamboat stopped to allow a turg towing a schooner to cross her bows. The steamboat was headed for the New York shore, and she drifted some distance. On starting again she was half way across, and it was necessary to make a pretty sharn turn in order to go down the river. Just then the tug Daylight, towing a light square-bowed oil barge, was seen coning up the river by Capt. Brooks. The tug gave two whistles, signifying that she would cross the bows of the steamboat. Capt. Brooks answered the whistle, and signalled to the engineer to back. The steamboat's headway was checked, and, the tug kept her headway with her tow. Then somebody made a miscalculation. The line to the barge was taut and the square bows threw up the spray in showers, and she veered slightly toward the steamboat and the barge grew less. The big wheels moved again, but the time was too short, and the steamboat was knocked away and twisted to root. The port bow was torn open, making a hole several feet in length just above the water's edge. The children and t

boat was made fast in the upper slip. In the lower slip was the ferryboat Republic, Gangpianks were placed upon the forward deck of the steamboat to the deck of the ferryboat, and all the excursionists were quickly transferred to the ferryboat. By that time the excitoment had decreased and only one or two children were crying. Those who desired crossec to Brooklyn, The accident had been seen by the agents of the steamboat as Jewell's pier, Brooklyn, and when the excursionists returned to Brooklyn they were met by runners who offered inducements to take a holiday on board another steamboat. Commodore Tooker, on behalf of Mr. R. Cornell White, invited the Sunday school children to take an excursion in the steamboat Grand Republic to Rockaway Beach. About 200 persons accepted the invitation. The rest followed their inclinations. Many went home, and several parties went to Coney Island in the afternoon.

Mattresses were stuffed into the opening in the bow of the Long Branch, and she was prevented from sinking in the slip. In the afternoon she went to Allison's dry dock, in Jersey City. The Daylight keet on her way, and towed the barrate to Hunter's Point. On the trip down Capt. Beardsley of the Daylight stopped at the office of J. A. Bostwick, the oil man, and reported the accident. His sevalanation was that he blew the proper whistles for the Long Branch to keep out of the way, as he intended to cross her bows; that he received whistles that signified that his whistles were understood, but the Long Branch forged ahead and struck the barges.

Thempson was also a student at the time of the shooting. Buck was a new comes, having arrived only a week better, and the other students had been hazing him in a midd soft of a was hit to a manner that was exceeding a support of the day of the shooting that a conjugate from the day of the shooting Thompson administration of the charge of the other students, in the shooting time and said to a West food soder, which are shooting that he had said to a West food soder, which we should have reliablents in the had not. Thompson in-steel that he had said something to that effect, and as he approached flact the latter drew a pixte and she approached that the had said something to that effect, and as he approached that the had said something to that effect, and as he approached flact the latter drew a pixte and fired, seriously wounding Thompson. Buck then fled, going to a distince office and giving himself up. A complaint was lodged against him, and he was taken to Newburgh jail to await the action of the Gram Jury.

The Signal Office Prediction.

For the Middle Atlantic States, colder, partly cloudy weather, occasional rain, winds mostly south-westerly, generally higher harometer.

The secret of complexional loveliness is to keep the pores open. Gienn's bulphur Spap does it does